

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

CB606

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME City of Sharonville
STREET 10900 Reading Road

CITY/ZIP Sharonville, Ohio 45241

PROJECT NAME McCauly Road Profile Improvements
PROJECT TYPE Roadway
TOTAL COST \$128,000.00

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45241

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 64,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant
☐ Loan
☐ Loan Assistance

☐ **State Issue 2 Small Government Fund**

☐ **State Issue 2 Emergency Funds**

☐ **Local Transportation Improvement Fund**

02 C... 2 A111: 1

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE OFFICER**
TITLE Hon. Paul A. Kattelman
STREET Mayor
City of Sharonville
10900 Reading Road
CITY/ZIP Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617

1.2 **CHIEF FINANCIAL OFFICER**
TITLE James D. Greensfelder
STREET Auditor
City of Sharonville
10900 Reading Road
CITY/ZIP Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617

1.3 **PROJECT MANAGER**
TITLE Rex E. Baysore
STREET Safety Service Director
City of Sharonville
10900 Reading Road
CITY/ZIP Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617

1.4 **PROJECT CONTACT**
TITLE Al Ledbetter
STREET Deputy Safety-Service Director
City of Sharonville
10900 Reading Road
CITY/ZIP Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617

1.5 **DISTRICT LIAISON**
TITLE Mr. Joseph D. Cottrill
STREET District 2 Liaison Officer
Hamilton County Engineer's Office
138 East Court Street, Room 700
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 632-8540
FAX (513) 723-9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** McCauly Road Profile Improvements

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

McCauly Road: Between Wilma Drive and Maywood Drive.

B. PROJECT COMPONENTS:

Existing pavement removal, placement of embankment, retaining wall construction (120' long x 5' high max.) and new pavement to fill a sag and lower a crest in the McCauly Road profile, south of Maywood Drive. Replace structurally deficient 2' x 2' culvert in sag. This work will correct a hazardous situation which exists due to inadequate sight distance between the Maywood Drive/McCauly Road intersection and the low point in the McCauly Road profile 350' to the south.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

The existing asphalt roadway is 2 lanes wide (20' from E/P to E/P). The pavement width will not be altered by the proposed improvements. Total length of the project is approximately 600 feet. The roadway profile will be elevated a maximum of 3' at the low point and lowered approximately 0.5' through the profile crest, just south of Maywood.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

This facility currently serves approximately 7,950 users per day.
(1990 ADT = 6623)

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
1.	Preliminary Engineering	\$ <u>N/A</u>
2.	Final Design	\$ <u>N/A</u>
3.	Construction Supervision	\$ <u>N/A</u>
b)	Acquisition Expenses	
1.	Land	\$ <u>N/A</u>
2.	Right-of-Way	\$ <u>N/A</u>
c)	Construction Costs	\$ <u>116,650.00</u>
d)	Equipment Costs	\$ <u></u>
e)	Other Direct Expenses	\$ <u></u>
f)	Contingencies	\$ <u>11,350.00</u>
g)	TOTAL ESTIMATED COSTS	\$ <u>128,000.00</u>

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a)	Local In-Kind Contributions*	\$ <u></u>
b)	Local Public Revenues	\$ <u>64,000.00</u> <u>50</u>
c)	Local Private Revenues	\$ <u></u>
d)	Other Public Revenues	
1.	ODOT	\$ <u></u>
2.	FMHA	\$ <u></u>
3.	OEPA	\$ <u></u>
4.	OWDA	\$ <u></u>
5.	CDBG	\$ <u></u>
6.	Other _____	\$ <u></u>
e)	OPWC Funds	
1.	Grant	\$ <u>64,000.00</u> <u>50</u>
2.	Loan	\$ <u></u>
3.	Loan Assistance	\$ <u></u>
f)	TOTAL FINANCIAL RESOURCES	\$ <u>128,000.00</u> <u>100</u>

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS N/A

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS		\$	N/A

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$128,000.00	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ <u>64,000.00</u>	<u>50</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>0</u>	<u>0</u> %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ _____	_____%

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>01/04/93</u>	<u>04/02/93</u>
4.2 BID PROCESS	<u>04/19/93</u>	<u>05/11/93</u>
4.3 CONSTRUCTION	<u>05/24/93</u>	<u>10/15/93</u>

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Rex E. Baysore, Safety Service Director
Certifying Representative (Type Name and Title)

 9-30-92
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- ☒ _____ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
- ☒ _____ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ _____ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ _____ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
- _____ Yes A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
☒ _____ N/A
- _____ Yes Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.
☒ _____ N/A

McCAULY ROAD PROFILE IMPROVEMENTS
OPINION OF CONSTRUCTION COST
CITY OF SHARONVILLE, OHIO

ITEM NO	SPEC NO	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
1	202	ASPHALT PAVEMENT REMOVAL	425	S.Y.	5.00	2,125.00
2	202	CLEARING AND GRUBBING	1	L.S.	L.S.	5,000.00
3	202	2'X 2' CULVERT REMOVED, INC. HEADWALLS	1	L.S.	L.S.	2,000.00
4	203	EXCAVATION	500	C.Y.	10.00	5,000.00
5	203	EMBANKMENT	1100	C.Y.	15.00	16,500.00
6	254	PAVEMENT PLANNING	425	S.Y.	5.00	2,125.00
7	301	BITUMINOUS AGGREGATE BASE, 6" THICK	150	C.Y.	80.00	12,000.00
8	401	ASPHALT DRIVE ADJUSTMENT	70	S.Y.	25.00	1,750.00
9	403	ASPHALT CONCRETE LEVELING COURSE	50	C.Y.	100.00	5,000.00
10	404	ASPHALT CONCRETE SURFACE COURSE (2")	75	C.Y.	100.00	7,500.00
11	511	CONCRETE RETAINING WALLS	70	C.Y.	300.00	21,000.00
12	603	36" CONDUIT	60	L.F.	75.00	4,500.00
13	604	HW-2 (36" PIPE)	2	EA	1500.00	3,000.00
14	614	MAINTAINING TRAFFIC	1	L.S.	L.S.	5,000.00
15	615	GUARDRAIL	170	L.F.	25.00	4,250.00
16	653	TOPSOIL FURNISHED AND PLACED	30	C.Y.	30.00	900.00
17	659	SEED AND MULCH	1000	S.Y.	1.00	1,000.00

McCAULY ROAD PROFILE IMPROVEMENTS
OPINION OF CONSTRUCTION COST
CITY OF SHARONVILLE, OHIO

PAGE TWO

ITEM NO	SPEC NO	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
18	1101	RELOCATE EXISTING 8" WATERLINE	200	L.F.	90.00	18,000.00
		SUBTOTAL				\$116,650.00
		CONTINGENCIES (10% ±)				\$ 11,350.00
		TOTAL				\$128,000.00

USEFUL LIFE:

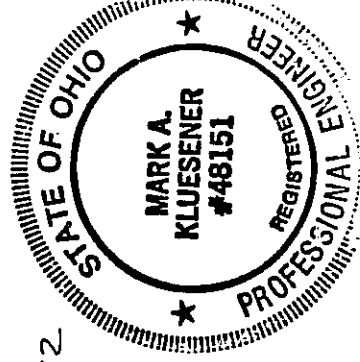
UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE McCAULY BASE ROADWAY, CULVERT AND RETAINING WALLS WILL BE 50 YEARS. THE USEFUL LIFE OF THE ROADWAY SURFACE COURSE WILL BE 10 YEARS.

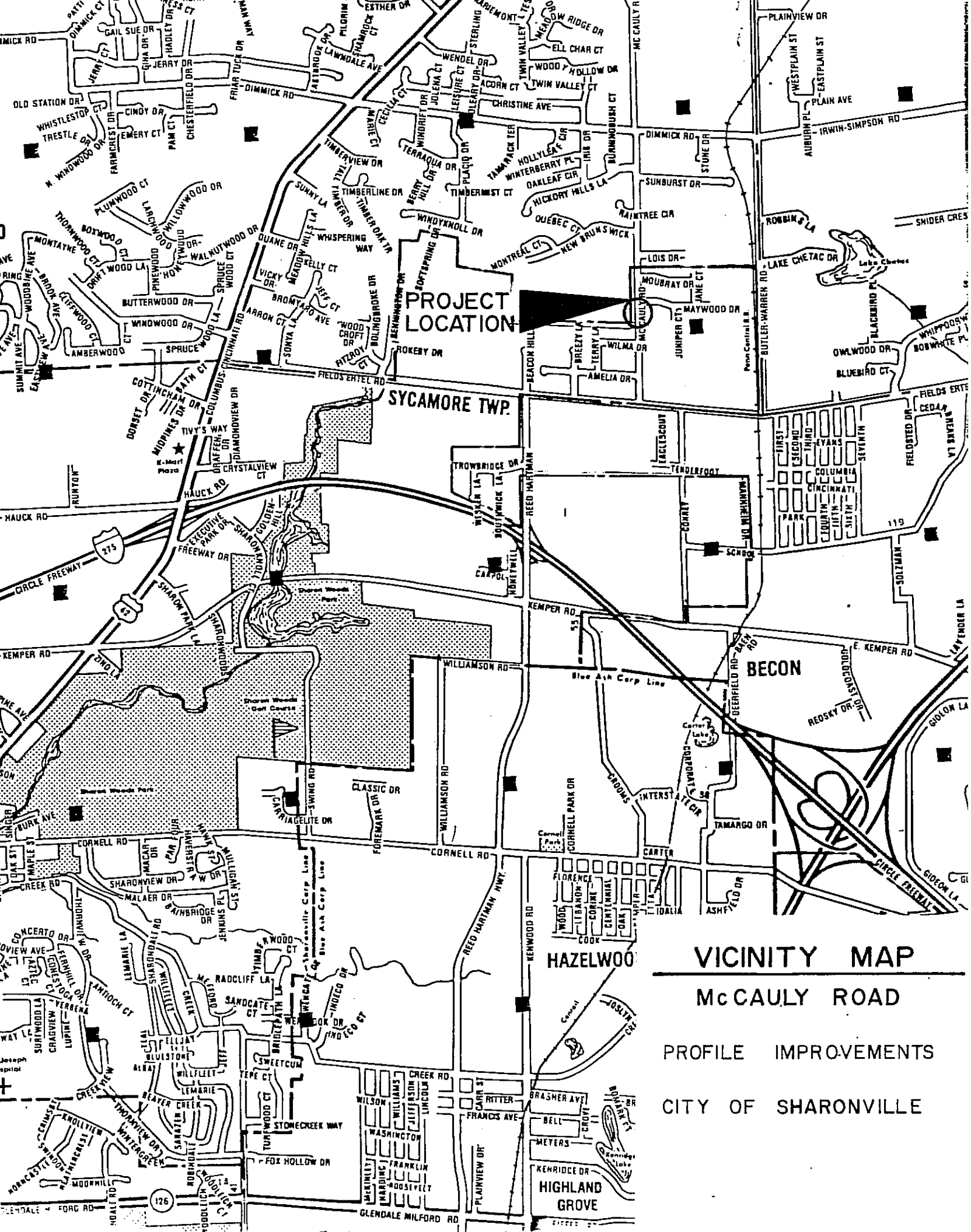
OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

CDS ASSOCIATES, INC.

Mark A. Kluesener 9-29-92

Mark A. Kluesener, P.E.
Assistant City Engineer, Sharonville





PROJECT
LOCATION

SYCAMORE TWP.

BECON

HAZELWOOD

HIGHLAND
GROVE

VICINITY MAP McCAULY ROAD

PROFILE IMPROVEMENTS
CITY OF SHARONVILLE

RESOLUTION 92 - R - 10

AUTHORIZING THE SAFETY/SERVICE DIRECTOR TO SUBMIT
AN ISSUE II APPLICATION TO THE D.P.W.I.C. AND AUTHORIZING
THE SAFETY/SERVICE DIRECTOR TO EXECUTE A PROJECT AGREEMENT
WITH OHIO PUBLIC WORKS COMMISSION

WHEREAS, the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs, and

WHEREAS, the City of Sharonville wishes to undertake such repairs via funds available as part of the Issue II grant program, and

WHEREAS, the Safety/Service Director is authorized to recommend such repairs and execute contracts for such repairs, and


WHEREAS, the City of Sharonville wishes to submit a 1994 Issue II, Round 6, grant application to the Ohio Public Works Commission, and

WHEREAS, the Safety/Service Director is authorized to enter contracts on behalf of the City of Sharonville,

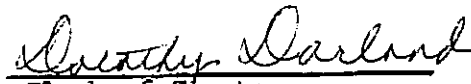
NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE THAT:

SECTION I: The Safety/Service Director is hereby authorized to submit an application to District Public Works Integrating Committee.

SECTION II: The Safety/Service Director is authorized to execute a project agreement with the Ohio Public Works Commission for 1994, Round 6.

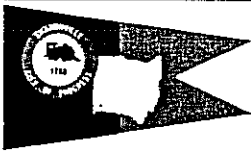

Virgil Lovitt, II
President of Council

Passed: 9/29/92

Attest: 
Clerk of Courts

Approved: 9/29/92


MAYOR PAUL KATTELMAN



CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1144
FAX (513) 563-0617

ADMINISTRATIVE OFFICES
PAUL A. KATTELMAN, MAYOR

SAFETY/SERVICE DIRECTOR
Rex E. Baysore

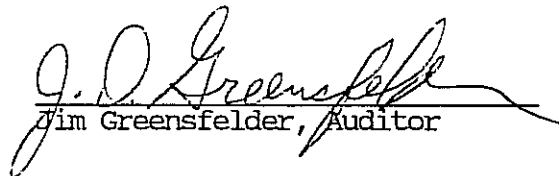
DEPUTY SAFETY/SERVICE DIRECTOR
Al Ledbetter

BUDGET DIRECTOR
Dixie Schlensker

CERTIFICATION

AVAILABILITY OF LOCAL FUNDS

This is to certify that \$64,000 in local funds will be included in Sharonville's 1993 Capital Budget for the purpose of making repairs to McCauly Road. The funds also represent the City of Sharonville's financial participation for Issue II, Round 6 and will be encumbered upon O.P.W.C.'s approval of the project.


Jim Greensfelder, Auditor

Ohio Public Works Commission

Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: CITY OF SHARONVILLE

Date 9 / 23 / 92

Project Name/Description	Funding Code(s)	Status Active Complete	Total Cost	Two Year Effort		Five Year Plan					
				1991 Funded	1992	1993	1994	1995 Planned	1996	1997	

Street Repairs	L.G.F.	C	1,360,213	841,845	518,368	800,000	800,000	850,000	850,000	900,000	
Curb & Sidewalks	L.G.F.	C	200,715	108,215	92,550	80,000	80,000	85,000	85,000	90,000	
Street Sealing	L.G.F.	C	71,141	36,141	35,000	40,000	45,000	50,000	55,000	50,000	
Jeff Lane Storm Sewer	L.G.F.	C	14,093	14,093	0	0	0	0	0	0	
Creek Erosion	L.G.F.	C	5,000	2,000	3,000	3,500	4,000	5,000	5,000	5,000	
Sharonville Detention Dam	O.P.W.C. L.G.F.	C	796,700	344,484	0	0	0	0	0	0	
Project Engineer	L.G.F.	A	700,000	350,000	300,000	300,000	300,000	300,000	200,000	200,000	
Oak Street Bridge	L.G.F.	C	47,490	45,790	1,700	0	0	0	0	0	
South Sharon Creek	L.G.F.	C	62,182	4,549	57,633	0	0	0	0	0	
Kemper Road Culvert	O.P.W.C. L.G.F.	C	293,913	24,919	268,994	0	0	0	0	0	
Catch Basin Repairs	L.G.F.	A	6,500	1,000	5,500	6,000	6,500	7,000	7,500	8,500	
Sharon Woods Bridge	L.G.F.	A	200,000	0	200,000	0	0	0	0	0	
Traffic Light	L.G.F.	A	65,000	0	65,000	25,000					
Reed Hartman	M.R.F.	C	100,000	100,000	0	0	0	0	0	0	
Rock Channel Protection	O.P.W.C.	C	16,463	0	16,463						

Subdivision Name: CITY OF SHARONVILLE

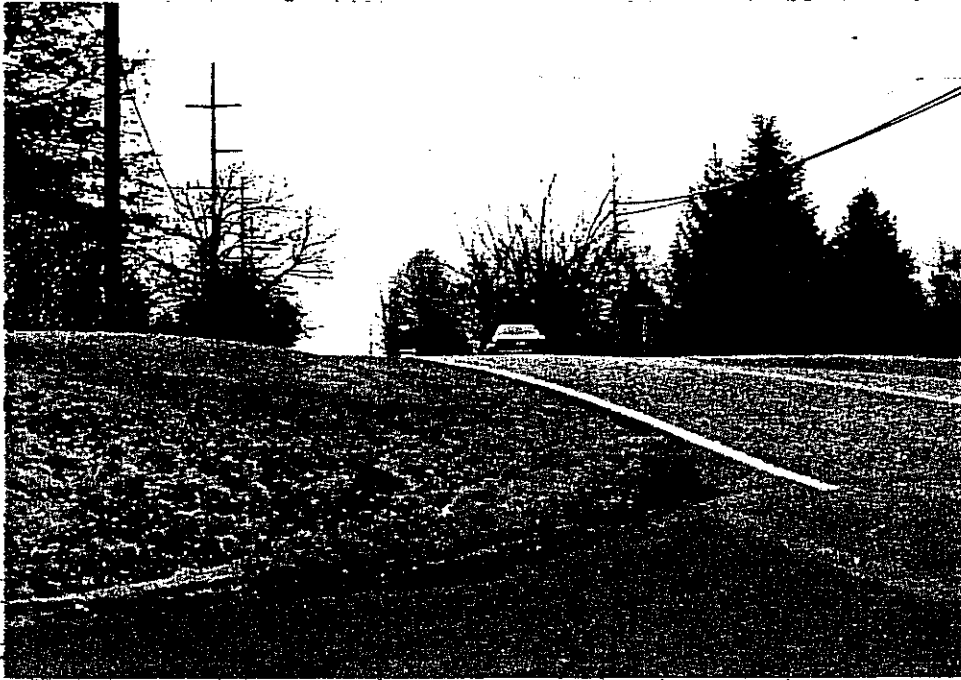
Date 9 / 23 / 92

Project Name/Description	Funding Code(s)	Status (A) Active (C) Complete	Total Cost	Two Year Effort		Five Year Plan				
				19__ Funded	19__ 	19__	19__	19__	19__	19__
				19_91	1992	19_93	19_94	1995	1996	19_97

[illegible]

RESULTING EMPLOYMENT OPPORTUNITIES

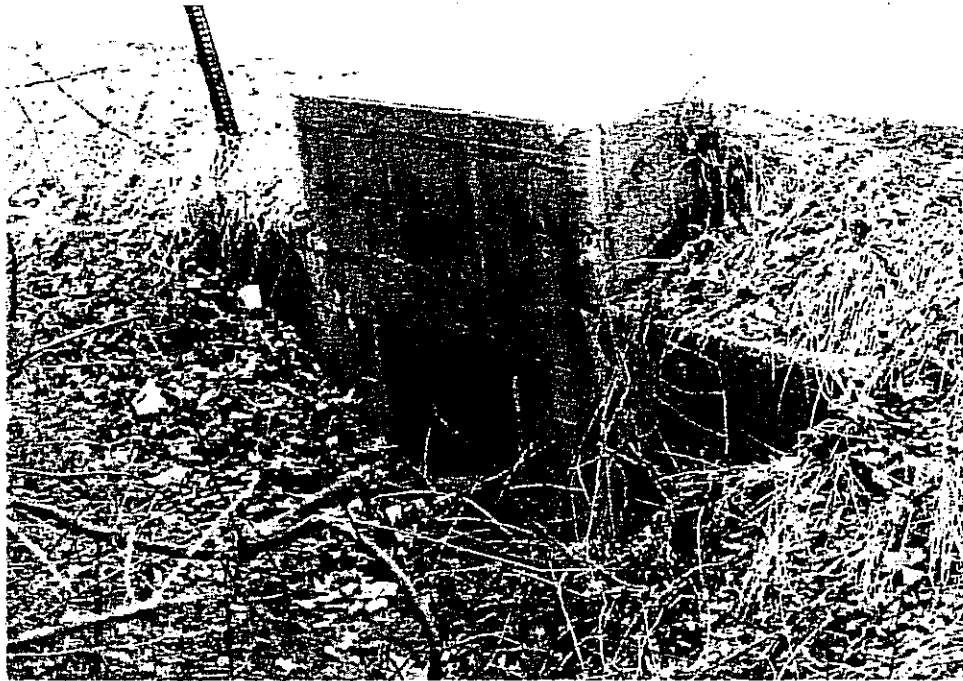
- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



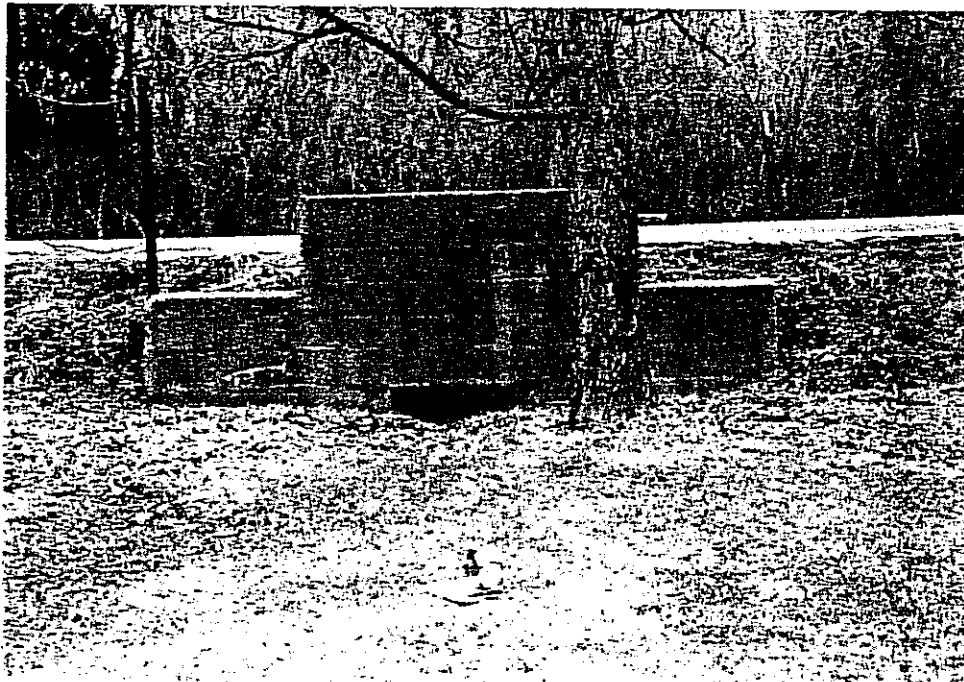
"DRIVER'S EYE" VIEW LOOKING SOUTH FROM THE INTERSECTION
OF McCAULY ROAD AND MAYWOOD DRIVE



VIEW LOOKING SOUTH FROM
PROFILE CREST NEAR MAYWOOD



STORM DRAINAGE CULVERT INLET



STORM DRAINAGE CULVERT OUTLET



EXTRA PHOTOS

McCAULY RD

SHARONVILLE



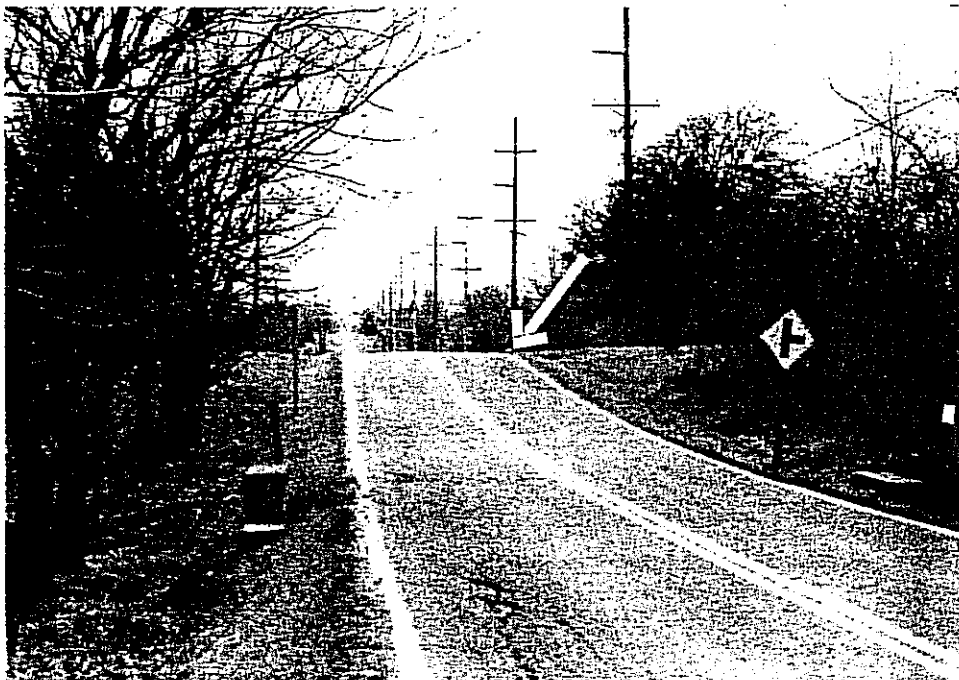
"DRIVER'S EYE" VIEW LOOKING SOUTH FROM THE INTERSECTION
OF McCAULY ROAD AND MAYWOOD DRIVE



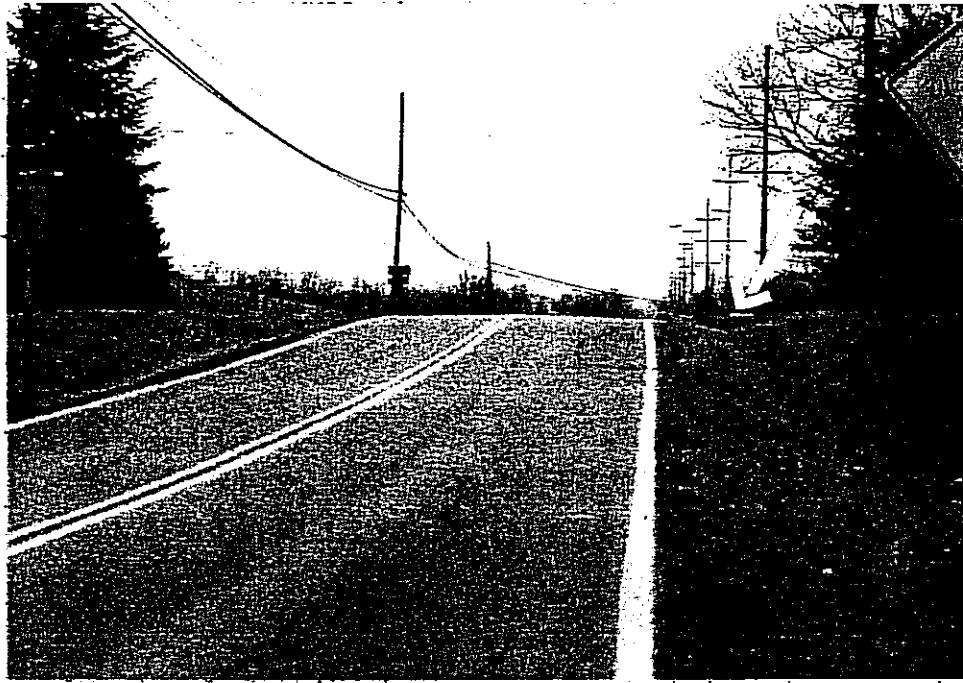
VIEW LOOKING SOUTH FROM
PROFILE CREST NEAR MAYWOOD



VIEW LOOKING NORTH ALONG McCAULY ROAD
FROM NEAR SOUTH END OF PROJECT



VIEW LOOKING NORTH. ARROW POINTS TO "MAYWOOD DRIVE"
STREET SIGN (7'± ABOVE PAVEMENT)



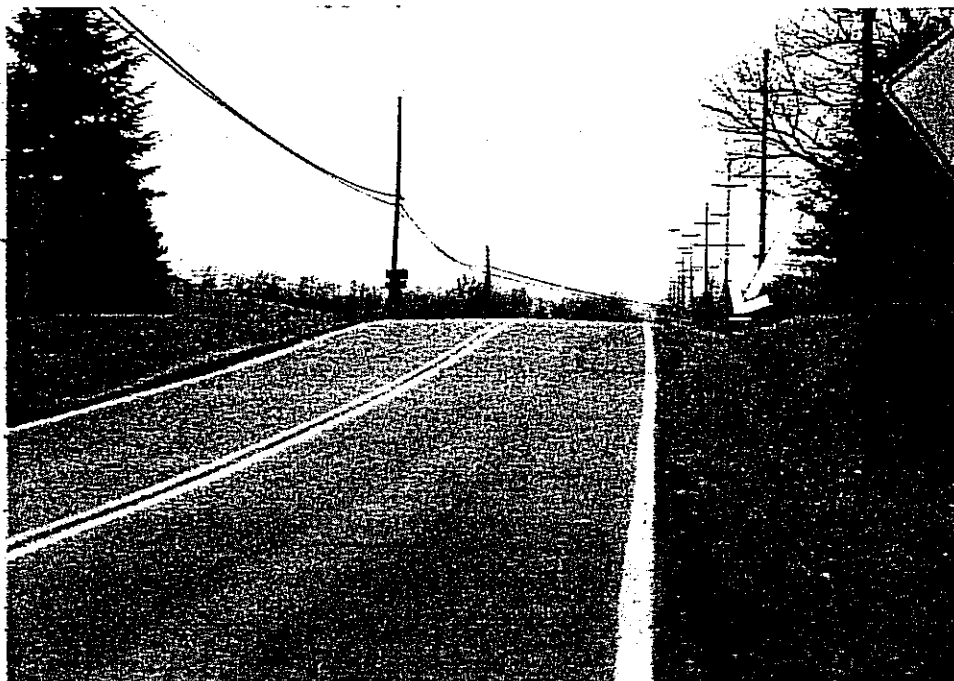
"DRIVER'S EYE" VIEW LOOKING NORTH FROM CULVERT. ARROW
POINTS TO TOP OF SCHOOL BUS ON MAYWOOD WAITING TO TURN



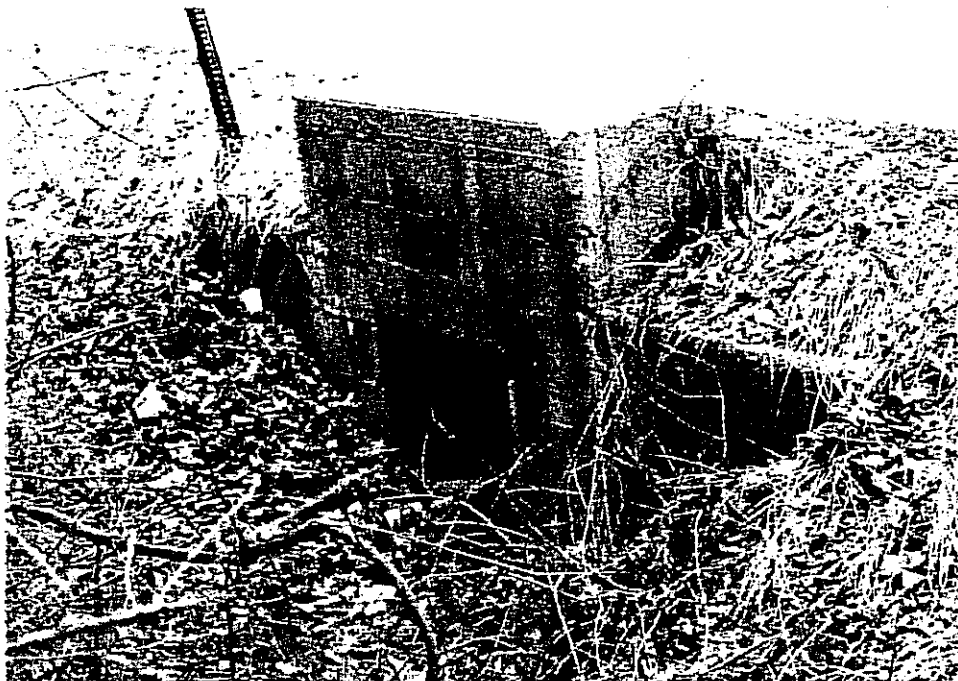
VIEW LOOKING NORTH ALONG McCAULY ROAD
FROM NEAR SOUTH END OF PROJECT



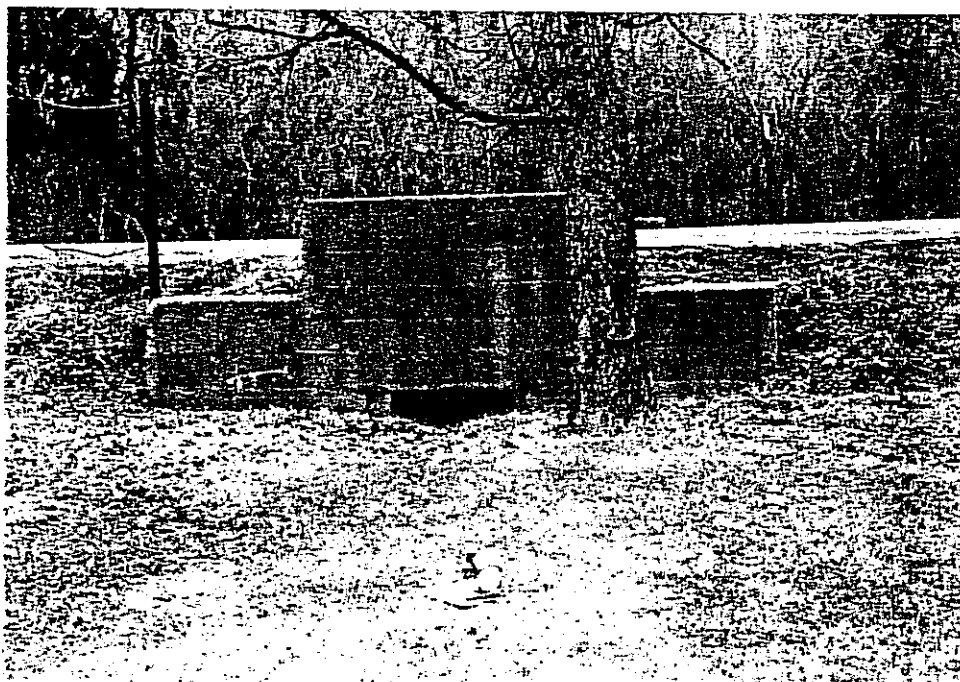
VIEW LOOKING NORTH. ARROW POINTS TO "MAYWOOD DRIVE"
STREET SIGN (7'± ABOVE PAVEMENT)



"DRIVER'S EYE" VIEW LOOKING NORTH FROM CULVERT. ARROW
POINTS TO TOP OF SCHOOL BUS ON MAYWOOD WAITING TO TURN



STORM DRAINAGE CULVERT INLET



STORM DRAINAGE CULVERT OUTLET

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed _____

Poor X _____

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Sight distance from the McCauly Road/Maywood Drive intersection to the south, is inadequate (242') due to the existing McCauly Road profile and presents a hazard to motorists on McCauly Road and those leaving the Maywood intersection. Also, the existing 2' x 2' culvert (concrete block walls with 8" slab top) is structurally deficient and needs to be replaced. The exact age of the roadway and culvert is not known, but is assumed to be at least 50 years.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

1 - 2 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?

Yes No N/A

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed Construction Plans - 4 months. Utility coordination and acquisition of easements will be concurrent with detailed design. Time based on schedule in OPWC Application.

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The proposed improvements to McCaully Road will correct an existing hazardous condition at its intersection with Maywood Drive by providing adequate sight distance, increasing it from 242' to 345'. Also, the reprofiling will reduce the "blind spot" through the sag in which a vehicle cannot be seen from Maywood Drive from 400' to 180'.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X
MRF _____ ODNR _____ CD _____
Other _____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992, for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

 50 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 6623 x 1.2 = 7,948 users per day.

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164? (This must be included with the application to be considered for funding.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

McCauly Road is a collector between Fields Ertel Road at its south end and West Chester Road in Pisgah at its north end. It serves the northeast portion of Sharonville and the southwest corner of Union Township, Butler County, providing access from this area of continuing residential development to Reed Hartman Highway and I-275 via Fields Ertel Road.

STATE ISSUE 2 PROGRAM - ROUND 6

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: SHARONVILLE

NAME OF PROJECT: M'CAULY ROAD PROFILE IMPR.

TOTAL POINTS FOR THIS PROJECT: 49

NO.
POINTS

10

- 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by end of 1993

5 Points - Will be under contract by March 30, 1994

0 Points - Will not be under contract by March 30, 1994

16

- 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition

16 Points -

12 Points - Fair to Poor Condition

8 Points -

4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2

- 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)
8 Points - Moderate to significant effect
6 Points - Moderate effect (e.g., widen exist. lanes)
4 Points - Moderate to little effect
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

3

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

2

- 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

5

- 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

0

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

4

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

4
3

- 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

**ADDENDUM TO THE RATING SYSTEM
DEFINITIONS**

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

- | | |
|-------------------|--|
| Major impact - | Primary water or sewer main serving an entire system |
| Moderate impact - | Waterline or storm sewer serving only part of a system |
| Minimal impact - | Individual waterline or storm sewer not part of a system |